

# **PORTFOLIO HOLDER HOUSING INFRASTRUCTURE AND TRANSPORT**

<b>DATE</b>	16 <sup>th</sup> December 2024
<b>REPORT OF</b>	Councillor Stewart Swinburn, Portfolio Holder Housing, Infrastructure and Transport.
<b>RESPONSIBLE OFFICER</b>	Carolina Borgstrom – Director for Environment, Economy and Infrastructure
<b>SUBJECT</b>	Traffic Regulation Order 23-33: Peterhouse Road Area- Introduction of Waiting Restrictions
<b>STATUS</b>	Open
<b>FORWARD PLAN REF NO.</b>	PHHIT 12/24/03.

## **CONTRIBUTION TO OUR AIMS**

The introduction of various waiting restrictions on Peterhouse Road and the surrounding area will contribute to the health and wellbeing of all road users, residents and visitors to the area by creating, and maintaining a safer highway environment for all highway users.

## **EXECUTIVE SUMMARY**

To address parking issues and road safety concerns raised by residents and Ward Councillors, it is proposed to introduce new Prohibition of Waiting restrictions at several identified streets around the Peterhouse Road area.

## **RECOMMENDATIONS**

It is recommended that:

- a) Approval be granted for the making of a traffic regulation order to introduce 24-Hour Prohibition of Waiting (double yellow line) restrictions as shown indicatively on drawing TR-PH-01-01-D at Appendix 1.
- b) Approval be granted for the making of a traffic regulation order to introduce Prohibition of Waiting (single yellow line) Monday – Friday, 8:30am - 9:30am and 2:30pm - 3:30pm restrictions as shown indicatively on drawing TR-PH-01-01-D at Appendix 1.
- c) In the event there are unresolved material objections to the Order, these will be referred to the Portfolio Holder Housing, Infrastructure and Transport for determination and a decision as to whether or not the Order be confirmed and executed.

## **REASONS FOR DECISION**

The introduction of parking restrictions is proposed, to improve road safety for all road users, by keeping the area free of parked vehicles. Which will in turn ensure clear visibility at junctions and improve pedestrian safety for vulnerable road users living in the area.

### **1. BACKGROUND AND ISSUES**

- 1.1 The Traffic Team were requested to consider the introduction of parking restrictions on various streets around the Peterhouse Road area, which have been identified by residents and Ward Councillors. The issues raised include, road safety concerns and access issues associated with staff from the NHS Rehab Unit and nearby school sites along with other road users parking inconsiderately and dangerously in the area. Some parking practices are affecting safe access and egress by reducing visibility at junctions, obstructing pedestrian dropped kerbs, obstructing private driveways, and preventing personal care providers accessing the area to serve the residents of the Anchor Homes site.
- 1.2 Local Police Officers patrolling the area have also raised similar concerns and have attempted to take appropriate action such as educating drivers, when necessary, however these issues persist.
- 1.3 Residents of Clare Court have particularly expressed several concerns regarding parking practices. Clare Court is part of the Anchor Homes managed site, and many residents living there are elderly/disabled. Obstructive and inconsiderate parking is directly impacting the residents and prevents them from leaving their homes, and in some cases, moving around the area on foot or in wheelchair and mobility scooters safely.
- 1.4 Several residents have Personal Assistants (PA's), friends and family dropping them off and picking them up at various times of the day to attend medical appointments or take them shopping. Because the areas parking is overly subscribed, they are not able to park nearby, and some residents need assistance to walk to their vehicles and can only walk short distances.
- 1.5 In addition, residents on Peterhouse Road have reported instances of obstructive parking, preventing free flow of traffic, speeding concerns at certain times of the day, and parking too close to junctions. Along with insufficient dropped kerb accesses and unsafe gradients of those that are present.
- 1.6 Following a lengthy consultation exercise working closely with residents, Ward Councillors and the Manager of the Anchor Homes site. A final scheme design has been developed by the traffic team. These restrictions will be the first phase of several measures to improve accessibility and safety for all road users in this area and are fully supported by Ward Councillors.
- 1.7 It is proposed to introduce 24-Hour Prohibition of Waiting and Prohibition of Waiting Monday – Friday, 8:30am - 9:30am and 2:30pm - 3:30pm, the extent and location of which are detailed in the drawing TR-PH-01-01-D at Appendix 1.

## **2. RISKS AND OPPORTUNITIES**

2.1 Should these proposals not be implemented, the risks are:

- That safety for all road users, particularly those who are vulnerable may be compromised because of parked vehicles increasing the likelihood of accidents and/or collisions
- Residents have difficulty in accessing services they are entitled to due to providers being unable to visit their properties.
- Residents become trapped in their homes.

2.2 Should this proposal be adopted, the opportunities are:

- Implementation of restrictions that are of adequate length and duration to ensure they are respected by drivers.
- Provides traffic flow benefits.
- Improved visibility for pedestrians and drivers of approaching vehicles and vice versa.
- Introducing mandatory restrictions which are fully backed by a legal TRO will enable the NELC Civil Enforcement Team to carry out the appropriate enforcement actions, under the Council's Civil Parking Enforcement (CPE) powers.

## **3. OTHER OPTIONS CONSIDERED**

3.1. Do nothing. This is not recommended given the road safety issues identified.

## **4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS**

4.1 It is expected there will be little potential for negative reputational implications for the Council resulting from the decision however, for these restrictions to be effective, they will need to be regularly visited by Civil Enforcement Officers so that any contraventions found can be actioned. If this is not done, there is potential for reputational damage for installing ineffective restrictions. There will be a slight reduction in the length of on street parking available, however, there is other nearby unrestricted carriageway which can safely accommodate parking for 24 hours a day.

4.2 If approval is given to this proposal, the Order will be formally advertised in accordance with the statutory Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Public notices will be published in the local press to advise of the Council's intention to make the Order. This provides a formal opportunity for anyone to object to the making of the order.

## **5. FINANCIAL CONSIDERATIONS**

5.1. The recommendation does not require any capital expenditure. Any standard lining, signing and public notices required to deliver the project are covered through the Council's Regeneration Partnership arrangement with Equans.

## **6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS**

- 6.1. There will be no specific impact for children and young people as a result of this proposal.

## **7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS**

- 7.1 The proposals are not expected to have any significant impact on climate change and / or the environment.

## **8. CONSULTATION WITH SCRUTINY**

- 8.1 There has been no consultation with Scrutiny in relation to this matter.

## **9. FINANCIAL IMPLICATIONS**

- 9.1 As indicated in section 5, there are no direct financial implications to the Council as a result of this report.

## **10. LEGAL IMPLICATIONS**

- 10.1 Under Section 1 Road Traffic Regulation Act 1984 traffic authorities are empowered to make Traffic Regulation Orders (TROs) for (inter alia) the reasons set out at the beginning of this report. Section 2 specifies what TROs may require and the recommended order is within those powers.
- 10.2 The procedure for making TROs is set out in Schedule 9 Part III of the 1984 Act and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and provides for advertisement and consideration of any objections before making a final decision on the proposed TRO.
- 10.3 Regulation 8 makes provision for objections and regulation 14 allows the Council to modify a TRO before it is made.
- 10.4 If it is decided to make the TRO, notwithstanding any objections made, it can only be challenged by Judicial Review in the Administrative Court.

## **11. HUMAN RESOURCES IMPLICATIONS**

- 11.1 There are no direct HR implications.

## **12. WARD IMPLICATIONS**

- 12.1 The proposals relate to issues within Yarborough Ward.

## **13. BACKGROUND PAPERS**

[Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#)

[Road Traffic Regulation Act 1984](#)

[The Traffic Signs Regulations and General Directions 2016 No 362](#)

**14. CONTACT OFFICER(S)**

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**COUNCILLOR STEWART SWINBURN**

**PORTFOLIO HOLDER HOUSING, INFRASTRUCTURE AND TRANSPORT**

